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25X1

beginning 15 September 1953, exercises involving all sea police vessels would be held off Adlergrund northeast of Sassnitz during a period of four weeks, all vessels would have to carry out nautical mission No 5. About 80 sea police officers who had attended instruction courses in the USSR for one year and had arrived in Peenemuende in early August, were assigned to KS boats, motor minesweepers and supply drifters to participate in the maneuvers. It was rumored that they were scheduled to return to Leningrad after the exercises.

(fnu), two Soviet liaison officers, would be present. Korotov (fnu) and Vasilyev

2. In early September 1953, each of the 10 batch-III type KS boats had the Tamir device which required that when navigating in shoal water, the boats had to take about the ZEPPELIN (sic) of this set. [redacted]

as a result of careless handling during casting-off maneuvers the ropes of five Tamir sets broke. The sets were scheduled to be tested during the exercises beginning on 15 September.

upon completion of the exercises the KS boats would receive launching ways for depth bombs from the Yachtwerft in Koepenick at which the equipment was scheduled to be inspected by Kapitän zur See Wachsmann (fnu). The new KS boats received radio direction finders (D/F). Vessels were scheduled to participate in the exercises, although they were in need of repair.

with the exception of one boat of each group, which had been handed to the border police, the old bath-II KS boats [redacted] had been incorporated with one of the three batch-III flotillas and [redacted] the first flotilla probably consisted of eight boats, while each of the other two had six boats. The first flotilla would then have four Tamir-equipped boats, while the two other flotillas would have three Tamir-equipped boats.

all bath-III boats accomplished nautical missions 1 through 4. The 10 batch-III boats could be recognized by their square loudspeakers at the middle of the mast. The batch-II boats had loudspeakers on the roof of the wheel house.

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25X1

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SECRET

- 2 -

25X1

3. Habicht-type vessel [] was scheduled to be handed over to the Sea Police on 12 September 1953, [] Boat [] at the Stralsund shipyard for repair to her clutch and her engine mounts which had cracks. Boat [] which was at the Peenewerft in Wolgast for repair of her tappet rods in early September, was expected to participate in the exercises. 25X1

[] beginning October 1953, section building of Habicht-type vessels would be resumed. 25X1

4. On her shakedown run, on the Mueggelsee (Mueggel Lake) near Berlin on 8 September 1953, the first Delphin-type vessel made 32 knots without useful load in the presence of Kapitaen Wachsmann (fnu), Kapitaenleutnant Schneider (fnu) and Kapitaenleutnant Thomas (fnu), of the Sea Police Main Administration. The second Delphin-type vessel was scheduled to make her trial runs on the Mueggelsee at noon on 19 September 1953. Admirals Waldemar Verner, Neuenkirchen and Scheffler were expected to participate in the shakedown run. The first three Delphin-type boats were due to leave Berlin for the Peenemuende Werft in Wolgast on 21 September 1953. [] this date could not be met. Except for a slight difference in the superstructures, the Delphin-type vessels looked like the two revenue cruisers which had been built by the Yachtwerft in Koepenick and had been delivered to the border police []. 25X1
- The Delphin-type vessels had a propulsion plant of two 600-hp Jumo 205 C type Diesel engines, a length of 20.40 meters, a beam of between 6 and 7 meters and a draft of 1.25 meters. Twelve Delphin-type vessels and six Tuemmler-type vessels were under construction at Plant A of the Yachtwerft in Koepenick and were scheduled to be completed by 31 December 1953. All Delphin-type vessels built by the Peene Shipyard in Wolgast were equipped with smoke-screening equipment. 25X1

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